





## Today's Advertisements.

### HONGKONG FOOTBALL CLUB.

In Aid of  
**SOUTH AFRICAN FUND.**  
**RUGBY FOOTBALL MATCH.**  
England against the World,  
will be played on  
**SATURDAY, the 6th January, 1900,**  
at 4 o'clock.  
**ADMISSION.**  
For each person of either sex.  
To Ground ..... 10 cents.  
To Grand Stand ..... 50 cents.  
Members' Ordinary Tickets of Admission to  
the Club Stand are suspended for  
the 6th January.  
F. BROWNE,  
Hon. Sec.  
Hongkong, 3rd January, 1900. [185]

### THE WEST POINT BUILDING CO., LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 11.30 o'clock A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 16th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to  
The Hongkong Land Investment  
and Agency Co., Limited,  
General Agent for  
The West Point Building Co.,  
Limited.  
Hongkong, 3rd January, 1900. [156]

### THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWELTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the COMPANY'S OFFICES, Victoria Buildings, on WEDNESDAY, the 24th January, 1900, at 12 o'clock NOON, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1899.

The Register of Shares of the Company will be CLOSED from MONDAY, the 15th January to WEDNESDAY, the 24th January, (both days inclusive), during which period NO Transfer of Shares can be registered.

By order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.  
Hongkong, 3rd January, 1900. [146]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

#### FOR SWATOW.

THE Company's Steamship  
"THALES,"  
Captain Passmore, will be despatched for the  
above Port, on FRIDAY, the 5th instant,  
at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LAFFRAK & Co.,  
General Managers.  
Hongkong, 3rd January, 1900. [136]

### CHINA NAVIGATION COMPANY, LIMITED.

#### FOR SHANGHAI.

THE Company's Steamship  
"HANGCHOW,"  
Captain Pearce, will be despatched as above  
on FRIDAY, the 5th instant.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 3rd January, 1900. [126]

### SHAW, TOMES & CO.'S "NEW YORK" LINE.

#### FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship  
"QUEEN ELEANOR,"  
will be despatched for the above Port, on or  
about the 1st February.  
To be followed by  
The Steamship  
"MORVEN,"  
about the 25th February, 1900.  
For Freight, apply to  
SHAW, TOMES & Co.,  
Agents.  
Hongkong, 3rd January, 1900. [196]

### NOTICE TO CONSIGNEES.

#### THE P. & O. S. N. Co.'s Steamship.

#### "TIENTSIN."

#### FROM BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 10th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE,  
Superintendent.  
Hongkong, 3rd January, 1900. [5]

### NORTHERN PACIFIC STEAMSHIP COMPANY.

#### NOTICE TO CONSIGNEES.

#### STEAMSHIP "ST. IRENE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & Co., LIMITED,  
Agents.  
Hongkong, 3rd January, 1900. [4]

## Today's Advertisements.

### NOTICE.

I HAVE This Day established myself in Hongkong as a MERCHANT and COMMISSION AGENT, under the STYLE and FIRM of F. W. HALL & Co.  
F. W. HALL.  
No. 1, Duddell Street.  
Hongkong, 1st January, 1900. [166]

### TO LET.

FROM now till 31st January, 1901, "WESTWARD 110," BONHAM ROAD.  
For Particulars, apply to the  
DIRECTOR OF PUBLIC WORKS.  
Hongkong, 3rd January, 1900. [176]

### Intimation.

**A. S. WATSON & Co., LIMITED.**  
**GOODS**  
FOR THE  
**NEW YEAR SEASON.**  
**A VARIED COLLECTION OF**  
**ARTICLES SUITABLE**  
**FOR PRESENTS.**  
**CUT GLASS BOTTLES.**  
**MEERSCHAUM PIPES, CIGAR AND**  
**CIGARETTE HOLDERS,**  
**POUCHES, &c.**  
**SMOKERS' SUNDRIES OF ALL**  
**KINDS.**  
**PERFUMES IN ELEGANT CASES.**  
**THE FINEST AND BEST**  
**CONFECTIONERY.**  
**WINES AND SPIRITS.**  
**SCOTCH WHISKIES, IRISH WHISKIES,**  
**AMERICAN WHISKIES, BRANDIES,**  
**PORTS, SHERRIES, CLARETS,**  
**LIQUEURS, CHAMPAGNES,**  
**&c., &c.**  
**OF THE FINEST QUALITY.**  
**NEW YEAR CARDS**  
**OF**  
**TASTEFUL & PLEASING DESIGNS.**  
**A. S. WATSON & Co., LIMITED.**  
**THE HONGKONG DISPENSARY.**  
ESTABLISHED 1841.

### THE HONGKONG TELEGRAPH

HONGKONG, WEDNESDAY, JANUARY 3, 1900.

### REUTER'S TELEGRAMS.

#### THE WAR.

#### Cape Colony.

LONDON, January 1st.  
The Evening Papers publish the news that General French routed the Boers and occupied Colesburg on the morning of the 1st instant. After a night march the Cavalry and Light Artillery outflanked the enemy while the Infantry and Field Artillery were making a frontal attack. The Boers were surprised and fled in disorder.

It is reported that 2,000 Boers attacked Dordrecht and were repulsed.

#### Ladysmith.

The following officers were wounded in the mess room at Ladysmith by a Boer shell. Lieutenants Dent, Twish, Caffyn, Seaf and Kane of the Devons, Byrne of the Inniskillings and Tringham of the Queens. The enemy's Artillery has improved in accuracy and the garrison, although feeling the pinch of the siege, is confident.

#### Natal.

A reconnaissance from Chieveley on the 30th December proved that the enemy still holds Klangwane Hill in force.

(From the Shanghai Mercury.)

#### Russian Reinforcements to the Far East.

LONDON, December 28th.  
The Russians still continue to send reinforcements to the Far East.

#### Russian Duplicity.

The Times Odessa correspondent doubts very much if the field hospital staff that was reported as being sent for the purpose of combating the plague in Manchuria is intended for that purpose at all.

#### WEATHER REPORT.

The Observatory report says—  
On the 3rd at 11.55 a.m. the barometer has fallen moderately on the E.-coast of China and in Formosa. The anticyclone is still central over N. China, and pressure seems to be relatively low in the neighbourhood of the Loo-chos. Gradients continue rather steep, with very strong monsoon on the coast and in the N. part of the China Sea. FORECAST:—Strong to fresh N. winds; dull, rainy.

## LOCAL AND GENERAL.

LI HUNG-CHIANG, it is reported, will leave for the south from Chiuwangtso on the 8th inst.

The resignation of Sen Chianai, President of the Board of Civil Office and Chancellor of the Peking University, on account of chronic illness, has been accepted. He is granted a full pension.

To-morrow afternoon, on the Happy Valley, in the first round for the Hongkong Football Challenge Shield, the Hongkong Football Club will play 25th Company, S. D., R.A. Kick-off at four o'clock. Referee:—Mr. Drew.

The Hon. Treasurer of the Alice Memorial and Netherlands Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—  
Ho Lee-cho ..... \$15

We see by our Shanghai exchanges that the children of the Public Schools propose to give an entertainment at the Lyceum Theatre early this month, in aid of the Patriotic Fund. Come on Hongkong, don't be beaten by a Settlement!

The fire alarm was sounded early last night and the Fire Brigade turned out; it was found that a chimney, at No. 6, Ah Cheong Lane, off Lascar Row, at a roast pork shop, had caught alight. The fire was extinguished before any damage was done.

As the train, containing Sir Charles Warren and his Staff, was leaving Waterloo Station, some wag displaced the label on the carriage bearing the legend "Sir Charles Warren, Waterloo to Southampton," and substituted "Waterloo to Pretoria."

A FRENCH journal learns from a sure source that English agents in Tunis and Algiers are enrolling old French soldiers. These men as soon as they arrive in England are incorporated in Highland regiments and dressed in kilts. We have Dr. Johnson's authority for saying that much may be done with a Scotchman—but then he must be caught young. But a Frenchman's legs in the kilts! The disguise would hardly be adequate.

It is reported that the Canton authorities have received instructions from the Peking Government to consider whether it is advisable to make coins weighing respectively one tael, five mace, two mace, and one mace, instead of the present coins. The Viceroy has accordingly instructed the Provincial Treasurer, the Provincial Judge, the Grain Commissioner and the Salt Commissioner to make enquiries and to give reports of their own opinions.

A RUGBY football match, England v. The World, in aid of the South African Fund, will be played on Saturday next, Jan. 6th, at four o'clock, on the ground of the Hongkong Football Club. All the available talent of the Civilian, Military and Naval Rugby Football Clubs of Hongkong will be employed. A very fine match is expected. Ten cents will be charged for admission to the Ground and fifty cents extra to the Grand Stand. (See advt.)

LAST night at the Theatre Royal Mons. T. G. Star, assisted by Mons. Lucette, Mdles. Lucette and de Strival, gave a very enjoyable concert, especially to those who were conversant enough with the French language to catch the humour depicted by the "Lucesters." The programme consisted of an operette in one act entitled "Un Mariage au Violon," seven capital variety turns. Eccentricities by the "Lucesters" and a musical Folie entitled "Les Amours de Bridoux."

The latest news is that Korea purposes throwing Port Hamilton open to trade. Three little islands constitute the group known in Japan as "Kyobuto." The central is the islet occupied in 1885 by Great Britain, and the eastern served for exercising troops. It is stated that the Korean Government will make a harbour at the central island and appropriate land for a foreign settlement on the western. We do not see what opportunities for trade the place offers. Probably the move is political rather than commercial.—Japan Mail.

ACCORDING to a New York correspondent the French are showing signs of jealousy at the growing trade of the United States and Great Britain with China, and are particularly jealous of British influence with the Chinese Empire. French traders who ship their goods to the Orient across the Atlantic and then over the Continent to the Pacific are losing commercially, and are resenting Anglo-Saxon rivalry. The correspondent hears that they will forward a petition shortly to their Government asking them to take steps to increase French influence with China.

A MEETING of the Sanitary Board will be held to-morrow, at 4.15 p.m.

#### ORDER OF THE DAY.

NIL.

#### AGENDA.

1. Election of Dr. W. Hartigan and Mr. Jas. McKie to the Sanitary Board.  
2. Report by the Medical Officer of Health on an outbreak of Beri-Beri in the Blind House, and the Berlin Foundling House.  
3. Proposal to alter the law as to procedure for breaches of By-laws made under section 13 of Ordinance 24 of 1887.

4. Proof of amended Cockloft Regulations for further consideration.  
5. Report on Cattle and Rinderpest in the New Territory.  
6. Applications for licences to keep Swine.  
7. An application for permission to retain a Cattle-shed within the city limits for three months.  
8. Proposal to extend the Central Market on the ground to be reclaimed to the North of the present Market.  
9. Report of H.K.M.'s Consul at Nagasaki of two cases of Plague.  
10. Mortality Returns from Macao, for the week ended the 17th December.  
11. Mortality Statistics for this Colony, for the weeks ended the 16th and 21st December, 1899.

In consequence of the weakness in dealing with the Kungchow-wan affair, General Su Yuanchun has been ordered to return to his post at Kungang and need not take up the organization of defence troops at Nanking.

A PRIVATE in the 1st King's Royal Rifles has written home an excellent account of the fighting at Glencoe. After telling that the colonel, drawing his sword, shouted "Follow me, Rifles!" and dashed up the hill, the correspondent says:—"But the brave little fellow did not get far, for a bullet struck him in the neck, and just after another hit him right in the chest, and he fell dead; but our men gave a howl enough to frighten 15,000 Boers, and charged like mad for the top."

It was significant that at the recent opening of the Italian Parliament there was no reference, whatever, in King Humbert's speech from the throne to Italy's policy in China. The announcement which is now made on the authority of the Italia Militaire, to the effect that Italy will in future be represented in Chinese waters by one warship only, is perhaps, more significant still. It would seem to indicate that the Italian Government is not going for the present, at any rate, to press its demands on the Tsung-li Yamen to the extent of creating an unpleasant situation.

It may be of interest, perhaps, says the L. S. C. Express, to point that at the Meeting of the British and Chinese Corporation Mr. W. Keswick M.P., who presided, said that the decline in the market quotation of the Northern China Railway Bonds was due to an altogether exaggerated apprehension that the security had been affected in value by political questions calculated to interfere with the ultimate expansion of the railway revenue. He denied, however, that the position of the security was affected by such questions; for, in addition to the earnings of the line being sufficient for the service of the loan, there was the guarantee of the Imperial Chinese Government and the recognition by our own Government of the special conditions of the loan, and the Chinese obligations with regard to it.

THE following is an extract from a private letter from Pietermaritzburg:—"Marital law has been proclaimed. The main object is simultaneously to deal with a batch of disloyal subjects in the colony as well as with Transvaal Secret Service men. One family which resides in the Ladysmith district has been landed in jail, including a daughter who was discovered carrying information to the enemy. One of the sons joined the Imperial Light Horse. His comrades caught him in the act of putting cyanide of potassium in the horses' drinking trough. He was arrested, court-martialled and shot. A leading officer who was here this morning told me that when he was arrested he tore into small pieces a letter. This was all collected and pieced together, and found to be a request to poison all the horses of the Imperial Light Horse. I hear the old man (? Kruger) owns 100,000 acres of land, all of which will be confiscated. Yesterday two men were arrested and brought in. Their house, about ten miles out, was found packed to the roof with all kinds of provisions in readiness for their Boer friends when they arrived."

### TUNG-WA HOSPITAL.

The Directors of the Tung-wa Hospital beg to acknowledge with thanks the following Donations to the Fund for the extension of the Hospital:—

	Already subscribed:—\$74,880
On Wo	30
Tung On	30
Kwong Fung Lung	30
Chi Chung Wo	30
Kwong Yuen	30
Tsun Yuen Tong	30
Kwong On Cheong	30
Man Cheong Tong	30
Wing On Wo	30
Shing Cheong	30
Wing Wo Cheong	30
Chung Wo Tai	30
Wing On Tong	30
Sun Shing Hop	30
Kwong Tung On	30
Kwong Sun Wo	30
Wing Shing Cheong	30
Po Tai Wo	30
Wing Sang Wo	30
Fuk Wo Cheong	30
Min Fat	30
Kwong Yee Chan	30
Kwong Sun Tai	30
Kam Fung Mi	30
Tai Hung Lung	30
Kwong Bi Cheong	30
Qu Shing Lung	30
Tung Tak Shing	30
Wai Lung Lan	30
Wai Fuk Cheong	30
Wing Shun Wo	30
Po Yuen Kung	30
Kwong Tung	30
Chu Hing Lau	30
Tak Wo Cheong	30
Lung Shing	30
Kwong Tak Cheong	30
Sang Tai	30
Wa Shing	30
Sam Kee	30
Hung Seung	30
Shun Shing	30
Kwong Yuen Hing	30
Total	\$74,880

### CANTON NOTES.

[From the Tsun Wan Yat Po.]

#### MEASURES FOR THE SUPPRESSION OF PIRACY.

Although, there were quite a number of police junks and gunboats, in the waters of Sai Kung, yet the pirates committed there were just as many, and in fact more. The police junks that anchored there were Sui Tak, Kwong On and others, there were also five gunboats protecting the Customs House.

The military officer Tsun, a few days ago went up to Sai Kung himself, and after a careful examination he found that only the Sui Tak junk No. 22, which was anchored near the Sui City, and two or three others had seven or eight men on board, the rest having only about three or four, some only one or two on each; the captains, themselves, were often absent. This being the reason ascribed for their remaining stationary. The Kwong On junk had a full crew, but still remained anchored.

The five gunboats, belonging to the Customs, were used for the purpose of conveying man-

darins and protecting the provision junks, not for the purpose of watching pirates. Besides the police junks and gunboats there were many other cargo and passenger junks anchored close to each other, yet the pirates offered to rob them. The pirates must have taken them for "punches." (Expression of contempt) The mandarin Tsun, told the junk Sui Tak to go away altogether and will probably dismiss her crew and captain, in order to curtail expenses.

He put two captains on board the Kwong On, one named Sun Kok Kin and the other Du King Ming and told them that they must prepare to weigh anchor at any moment.

As to the gunboats belonging to the Customs, he ordered the Lee Chat, Kwong Chat, Kwong On, and Kwong Kung to patrol the river and that Ng Ko Leung must be on board the Kwong On, to see the other gunboats and junks perform their duties properly, especially keeping careful guard over the Imperial coal-junks. The authorities in Canton have no right, whatever, to use the gunboats. Tsun has already sent to the Viceroy to obtain his sanction to the above scheme.

### THE PLAGUE.

Cases reported to 31st ultimo ..... 1,486  
Do. do. during past 3 days ..... 0  
Total ..... 1,486

Deaths reported to 31st ultimo ..... 1,426  
Do. do. to end of year 1899 ..... 2  
Total ..... 1,428

### THE SHANGHAI SAILING-SHIP "VELOCITY" ASHORE.

#### THE CAPTAIN MISSING.

The rumour that gained currency in Shanghai last night (27th ultimo) that the sailing vessel Velocity was badly ashore near Taiwanfu, Formosa, proved on enquiry to-day to be unfortunately correct, and what is more discouraging still, the information was vouchsafed that the skipper was missing. The Velocity, belonging to Messrs. Nils Moller and Sons, of Hankow Road, was an old sailing ship of 401 tons burden and was long known to residents in Shanghai as a coaster, plying from Shanghai to both northern and southern Chinese ports and occasionally to Japan and Formosa. She was commanded by Captain Bornstein, who was assisted by foreign first and second officers with the remainder of the crew Chinese. She left Shanghai some time ago for Nagasaki where she loaded bricks for Amoy. From thence she was intended to proceed to Taiwanfu and afterwards to Foochow to load poles and then again to return to Taiwanfu. It was after leaving Amoy that she encountered terrible weather and was driven hard and fast aground on the Formosan coast, some short distance from her destination. Absolute particulars of the disaster are not yet to hand, but telegraphic advices to Messrs Moller and Sons show that the crew, with the exception of the Master, are safe in Taiwanfu. Captain Bornstein, who was a married man and resided in Boone Road, Hongkong, it is feared has lost his life. The vessel was insured, but Mr. N. E. Moller has been sent by his father to the scene of the wreck to superintend the salvage operations.—China Gazette.

### FRENCH MOVEMENTS IN TONGKING.

We are informed on good authority that the French are moving their troops quietly up to Haiphong from Saigon. It is said that they have already sent six battalions, including one battalion of the Foreign Legion. They are also showing symptoms of strengthening their fleet in this quarter. It is presumed that this movement is in conjunction with Russia's movements in Korea.—Mercury.

### ENGLISH TRADE IN NORTHERN SIAM.

The Globe commenting on Consul Black's Report which appeared in Monday's issue says that it is quite refreshing to discover one foreign market where British goods not only hold their own against all rivals, but enjoy this supremacy by reason of their superior cheapness, quality for quality. This gratifying fact is reported by Mr. J. S. Black, now Acting Consul at Chiang-mai, a city of growing commercial importance in Northern Siam. British imports head the list by a long way, being nearly 34 per cent. of the total, Switzerland coming next with 22.5 per cent., and Germany making a bad third with 17.25 per cent. The natives, we are told, insist on cheapness as the governing condition of purchase, and it is wholly because our goods are dearer than those of other foreign producers that the Siamese give them the preference. A Swiss firm long established in Chiang-mai, which has the choice of the whole Continental market for consignments has been compelled to resort largely to England, much against its inclination, by reason of its money going further there than in any other European country. This applies to cotton goods, hardware, hosiery, saddlery, and shoes, but Germany takes the palm for cheapness in certain awful concoctions sold as brandy, whiskey, and gin. These Hamburg brands are actually landed at Bangkok for 4s. 6d. per dozen bottles, and as the retail price at Chiang-mai is 1s. 6d. a bottle, it is not surprising that the Siamese give them the preference. "Made in Germany" but as the ultimate result must be to kill off all habitual consumers of these deadly poisons, it may be anticipated that the surviving inhabitants of Chiang-mai will recognise the prudence of patronising British stimulants even if they cost a little more.—Siam Free Press.

### JAPAN AND RUSSIA.

#### "JAPAN'S REVENGE"

Mr. John Dill Ross contributes an article to the Daily Mail under the somewhat sensational heading "Japan's Revenge." Mr. Ross is a firm believer in the possibility of trouble between Japan and Russia, and he thinks the former nation will probably design to seek a motive for a struggle. His article discusses, amongst other things, the possibility of an invasion of Japanese territory by Russia. This is what he says:—  
It is assumed by many Englishmen who are friends of Japan that in the event of a war the Russians are bound to have the worst of it. They urge that the vast points of Japan are so well protected, the country so difficult to invade, and the Japanese navy and army so efficient, that not even Russia, assisted by France, could successfully attack such a country. Let all this be granted, and further, that even a very powerful fleet would find it a hazardous enterprise to force its way into the inland sea, for instance. But suppose it can be shown that an enemy need not attempt anything of the kind to strike a paralysing blow at Japan; that within twenty-four hours of Wladivostock there is a sort of Ireland—quite undefended, though provided with coaling stations—that it is quite possible that the Japanese, instead of

remaining on the defensive behind impregnable positions, would have to take the offensive under the most unfavourable conditions, in order to recover their own territory—what then? A glance at the map will show that this is something like the actual position of affairs. Hokkaido (the "Yezo" of former days) looks very close to the Siberian coast. As a matter of fact, the distance from Wladivostock to Otaru is some 420 miles. The transports of the "Volunteer Fleet" could run this in twenty-four hours, if need were. Both Otaru and Mororan are quite undefended.

It may be urged that the Japanese navy would intercept such a fleet of transports. It might or might not. The Japanese navy would have its hands pretty full at such a time, and the enemy would doubtless give it something to do while the transports were getting across. Besides, there is the climate, with its dense white fog be taken into calculation. Mr. Henry Norman in his book, the Far East, tells a story of how the Russians at Wladivostock, who had been enveloped in sea fogs, were surprised when they had cleared away to find a British squadron anchored with their usual precision in the middle of the harbour. Our ships had got in during the thickest of the fogs. When I despatched the Euxine from Mororan, her captain took her out at midnight in a dense fog. These sea fogs will probably be a factor in any operations in these waters.

There are no troops at either Otaru or Mororan. Near Sapporo, the capital of the colony, there is a military colony of soldier farmers—a sort of Cossack force—which did not strike me as being very formidable. There is always a large body of troops at Aomori, opposite Hakodate, but then they are on the mainland on the other side of the water. It is said that the Russians might easily have acquired Yezo some years ago, but that knowing nothing of its coal measures, and undervaluing its fine harbours, they allowed the Japanese to remain in possession, in exchange for some other islands which have proved to be of little or no value.

### FRANCE AND CHINA.

At a Cabinet Council held on 21st Nov. M. Delcasse announced that China had accepted the Kwangchowwan boundaries demanded by Admiral Courbet, and the Act of Delimitation was definitively signed. M. Delcasse also informed the members of the Cabinet that he had requested the French Minister at Peking to immediately address to the Tsungli Yamen a demand for reparation for the murder of the two French officers at Mentao, near Kanton, near Kwangchowwan. A telegram was published the same evening by the papers from Peking, announcing that M. Pichon, the French Minister, has already lodged this claim. The Tsungli Yamen, in commenting upon the incident, expresses the hope that this latter negotiation will have as prompt and satisfactory a result as that just concluded by Marshal Sou and Admiral Courbet, as judging from certain telegrams, the emotion raised by this incident has been keen and has spread far.

According to the Multin, some regret is felt that the Kwangchowwan difficulty with France has been settled so promptly, and that France has been unable to profit by the dispute to find out a force to occupy Kwangsi or Yunnan. The acquisition of Kwangchowwan was considered preferable to that of Hainan or Kiangchow or Pakhoi, because these last two being treaty ports might have caused trouble with the Powers. Hainan again would have proved a veritable Formosa to conquer. Moreover, it is poor and unhealthy, and would not have suited France at all. France will now turn her attention to Siam, and the day is, perhaps, near at hand when this unfortunate question will be effectually settled with Great Britain as was the Samoan question with Germany.

### CHINA AND JAPAN.

The Berlin correspondent of the Globe writes:—

A Berlin journalist has recently interviewed the Japanese Minister at the German Court with respect to the rumoured treaty between Japan and China. The Minister declared that the treaty does not exist, and that, in reply to his question on the subject, he had been informed by the Japanese Government that all the reports lately circulated concerning negotiations between Japan and China for the purpose of concluding a treaty of defence and defence were nothing more than conjectures. The Japanese Minister let it be seen rather clearly that in his opinion these rumours of an alliance between his country and China had been set about by the Chinese Government with the object of observing the attitude assumed by Japan in the matter. However, in the words of the Minister, Japan does not think of concluding such an alliance with China, since such an alliance could lead only to involving Japan in extremely undesirable difficulties in view of the fact that so many







## Office of Firms.

CHINA TRADERS' INSURANCE CO., LIMITED.

## NOTICE.

FROM This Date Mr. H. P. WADMAN has been appointed ACTING SECRETARY. By order of the Board of Directors, A. S. GARFITT, Acting Secretary, Hongkong, 1st January, 1900. [13b]

## NOTICE.

WE have This Day admitted Partners in our Firm: Mr. MAX NICLASSEN and Mr. RUDOLPH LEMKE, and we have authorized to jointly sign our Firm per Procuration: Mr. FRITZ LIEB and Mr. ERNST DELANCEY. ARNHOLD, KARBERG & CO. Hongkong, 1st January, 1900. [13b]

## Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES. SIEMSEN & Co. Hongkong, 28th May, 1895. [18]

## Shipping.

## STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain Payne, will be despatched as above TO-MORROW, the 4th instant, at Noon. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 3rd January, 1900. [1614a]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, &c.)

THE Steamship

"AIRLIE,"

Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light. A Stewardess and a duly-qualified Surgeon are carried. M.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 9th December, 1899. [1528a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED,"

Captain Goodwin, will be despatched on TUESDAY, the 9th January. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th December, 1899. [1538a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched as above on MONDAY, the 15th January. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [1596a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN,"

Captain Nelson, will be despatched on MONDAY, the 15th January. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [1597a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 15th January. The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 30th December, 1899. [1617a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"KANSU,"

Captain Somerville, will be despatched as above on WEDNESDAY, the 17th January. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 23rd December, 1899. [1598a]

## Shipping.

## STEAMERS.

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR SINGAPORE.

THE Company's Steamship

"LOOSOK,"

Captain Jackson, will be despatched as above on FRIDAY, the 5th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd January, 1900. [111b]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"MAIDZURU MARU,"

Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 7th instant, at Daylight. For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 2nd January, 1900. [1513a]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain J. G. Olliff, will be despatched for the above Ports, on TUESDAY, the 9th instant, at Noon. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 2nd January, 1900. [71b]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT), VIA SUEZ CANAL.

Taking Cargo at London Rates.

THE Company's Steamship

"DARDANUS,"

Captain Steeves, will be despatched as above on FRIDAY, the 12th instant. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 2nd January, 1900. [101b]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFRIDI,"

will be despatched for the above Port about the middle of January, 1900, and will be followed by S.S. "BIRCHTOR" and "ST. REGULUS." For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 20th December, 1899. [1503a]

"SHELL" LINE OF STEAMERS.

FOR GENOA AND MARSEILLES.

THE Company's Steamship

"TROCAS,"

Captain Moses, will be despatched as above on or about the 17th January, 1900. For Freight, apply to ARNHOLD, KARBERG & Co., Agents. Hongkong, 27th December, 1899. [1612a]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI,"

Captain Craven, will be despatched as above on or about THURSDAY, the 18th January, 1900. For Freight, apply to JARDINE, MATHESON & Co., Agents. Hongkong, 20th December, 1899. [1583a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain Jackson, will be despatched on TUESDAY, the 23rd January. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 11th November, 1899. [1539a]

"SHELL" LINE OF STEAMERS.

FOR LONDON.

THE Company's Steamship

"COWRIE,"

Captain Davies, will be despatched as above on or about the 31st January, 1900. For Freight, apply to ARNHOLD, KARBERG & Co., Agents. Hongkong, 27th December, 1899. [1613a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 6th February. For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 29th December, 1899. [1618a]

## Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

HOMEWARD PASSENGER SEASON, 1900.

## NOTICE.

THE Undermentioned Vessels will sail from CHINA DIRECT FOR MARSEILLES, PLYMOUTH AND LONDON.

## WITHOUT TRANSHIPMENT.

STEAMERS.

Tons

S'hai.

H'kong.

S'pore.

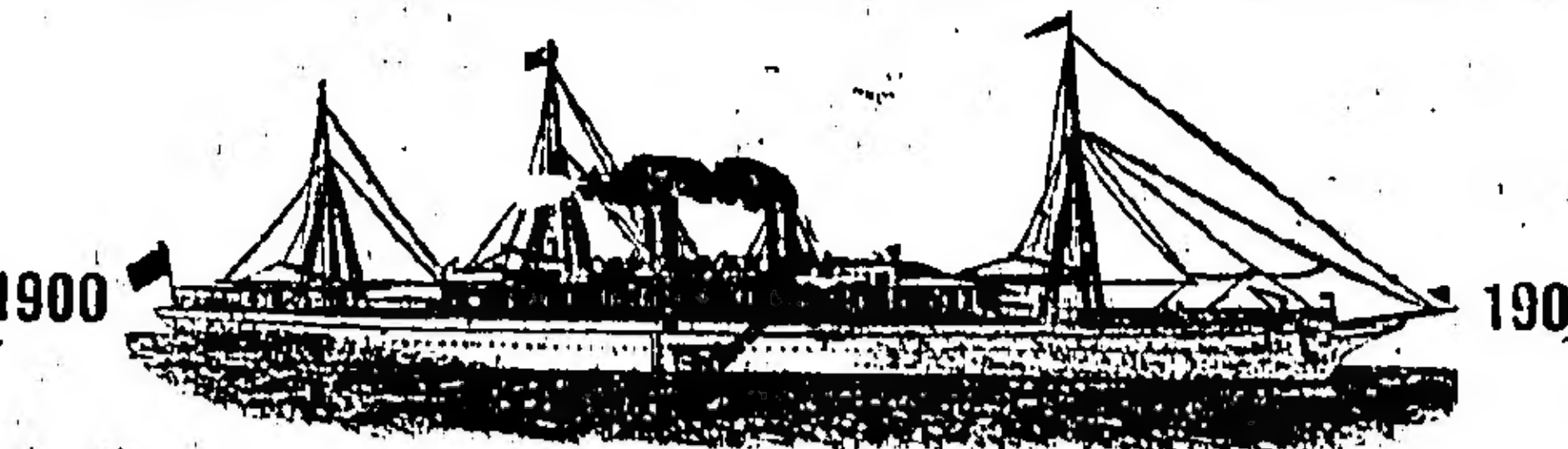
Parumattia 3866 Mar 27 Mar 31 Apr 6

Massilia 5026 April 10 April 14 April 20

For Freight or Passage, apply to H. A. RITCHIE, Superintendent, Hongkong. 4th December, 1899. [1499a]

## Mails.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA &amp; VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th January.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R. ...WEDNESDAY, 14th February.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. ...WEDNESDAY, 14th March.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &amp;c., apply to D. E. BROWN, General Agent, 10, BAKER STREET, Hongkong, 20th December, 1899. [13]

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

Saint Louis... 3,377 J. R. Rac... Jan. 6  
City of Dublin... 3,328 J. R. Rac... Jan. 12  
Dreochshire... 3,567 G. E. Elliott Jan. 20

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Aberdeen... 3,777 J. Murray... Jan. 27

THE attention of Passengers is directed to the very cheap rates offered by the Line.

HONGKONG TO LONDON £47.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to DODWELL &amp; CO., LIMITED, General Agents. Hongkong, 23rd December, 1899. [4]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA &amp; SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS HONOLULU AND SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &amp;c.

Strathgyle... 5,023 about Jan. 9  
Carlisle City... 3,002 about Jan. 15  
Belgian King... 3,379 about Jan. 20  
Carmarthenshire... 2,299 about Jan. 31

THE Steamship

"STRATHGYLE,"

will be despatched for SAN DIEGO VIA KOBE, YOKOHAMA AND HONOLULU, on TUESDAY, the 9th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 4 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE, until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents. Hongkong, China and Japan. Hongkong, 3rd January, 1900. [1330]

## Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

HAKUAI MARU... AMOY, SHANGHAI and KOBE... TO-MORROW, 4th Jan., at Daylight.

WAKASA MARU... YOKOHAMA (DIRECT) ... FRIDAY, 5th Jan., at 4 P.M.

INADA MARU... MARSEILLES, LONDON &amp; ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID. SUNDAY, 14th Jan., at 4 P.M.

\*KINSHU MARU... VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI (WOOSUNG), KOBE and YOKOHAMA. MONDAY, 15th Jan., at 4 P.M.

YAWATA MARU... MANILA, THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE. FRIDAY, 26th Jan., at 4 P.M.

KAMAKURA MARU... MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO &amp; PORT SAID. FRIDAY, 26th Jan., at Noon.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &amp;c., apply at the Company's Local Branch Office at No. 7, PRAYA CENTRAL.

A. S. MIHARA, Manager.

Hongkong, 2nd January, 1900. [6]

NORDEUTSCHER LLOYD.

(Freight Service.)

HAMBURG-AMERIKA LINIE.

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS. DESTINATIONS. SAILING DATES.

\*SARNIA... HAVRE and HAMBURG. 17th January. Freight and Passage.

Fuchs... (LONDON with transshipment in HAMBURG) 18th January. Freight.

AMERICA... HAVRE and HAMBURG. 18th January. Freight.

WITTENBERG... (LONDON with transshipment in HAMBURG) 18th January. Freight.

Madsen... (LONDON with transshipment in HAMBURG) 18th January. Freight.

\*SILESIA... MARSEILLES, HAVRE &amp; HAMBURG. 18th January. Freight and Passage.

Behrens... (LONDON with transshipment in HAMBURG) 18th January. Freight.

HOLSTIA... HAVRE and HAMBURG. 18th January. Freight.

Bahr... (LONDON with transshipment in HAMBURG) 18th January. Freight.

\* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &amp;c., apply to CARLOWITZ &amp; Co., Agents. 981.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 27th Jan., 1900, at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 22nd Feb., 1900, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) 1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on SATURDAY, the 27th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building. S. VAN BUREN, Agent. Hongkong, 3rd January, 1900. [1310]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

\*Algoa (via Moji, Kobe, Yokohama & Honolulu) Saturday, 10th Feb., 1900, at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 3rd March, 1900, at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 27th March, 1900, at Noon.

(\* Taking Cargo only.)

THE U.S. Mail Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, VIA MOJI, KOBE, YOKOHAMA & HONOLULU, on SATURDAY, the 10th February, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.







